APPENDIX

Trail Evaluation Matrix

Lick Creek Trail Evaluation Matrix

Trail Segment / Description	Segment A				Segment B		Segment C	
Condition / Scale	A-1	A-2	A-3	A-4	B-1	B-2	C-1	C-2
Physical Characteristics (absence = higher score)								
Sloped Areas	1	2	2	2	1	1	1	1
Erosion Areas	1	2	2	2	0	0	2	2
Flood Plain/Floodway	0	2	2	2	0	0	1	2
Roadway Adjacency	1	0	0	0	1	0	1	0
Pedestrian/Roadway Interface	1	0	0	0	1	1	1	0
Future Development Impacts	2	1	2	2	2	1	2	1
Utility Impacts	2	0	0	0	1	1	1	1
Easement Impacts	2	0	0	0	1	1	1	1
Adjacent Development	0	0	0	0	2	2	1	1
Sub Total	10	7	8	8	9	7	11	9
Subjective Characteristics								
Wooded Areas	2	0	0	0	2	2	1	0
Exposure to Nature	2	0	0	0	2	2	1	0
Interpretive Opportunities	2	1	0	0	2	2	1	0
Sub Total	6	1	0	0	6	6	3	0
Grand Total	**16**	**8**	**8**	**8**	**15**	**13**	**14**	**9**

Desirable Segment by Score

*Positive ranking scale, higher score desirable

Preliminary Floodplain Impact Analysis

March 5, 2012
AVO 28475

Danielle Charbonnet
City of College Station
Public Works Department
300 Krenek Tap Road
College Station, TX 77840

RE: Preliminary Floodplain Impact Analysis for Proposed Lick Creek Trails

Dear Ms. Charbonnet:

As part of the Lick Creek Hike and Bike Trail Corridor Placement Evaluation Project, Halff Associates was tasked with determining the impacts of future trail improvements, if any, on the Lick Creek and South Fork Lick Creek 1% chance (100-yr) floodplains.

The Preliminary Floodplain Impact Analysis was based on data received from the City of College Station including the current effective hydrologic and hydraulic models for the Lick Creek Watershed. Whereas the original NUDALLAS hydrology and HEC-2 hydraulic models were created around 1988, updates to these models appear to be conversions to more recent modeling platforms. For example, it appears the NUDALLAS model was converted to HEC-1 in 2000 and the HEC-2 models were converted to HEC-RAS as part of the FEMA Map Modernization effort in 2008. From our examination of the converted models, it appears that minimal updates have been made to reflect changes in land use, channel configuration, and number of stream crossings since the original 1988 models. Recent models have been created for the FEMA Zone A portion of South Fork Lick Creek for the study of a residential detention pond at the Dove Crossing Subdivision. Unfortunately, the City was unable to provide these recent models for use in this preliminary floodplain analysis.

Our preliminary analysis consisted of updating the effective hydrology model to reflect the increased impervious area represented by the proposed trail system relative to the urbanization in the effective model. The first step in the analysis was to update the hydrologic modeling platform by importing the effective HEC-1 model into HEC-HMS version 3.5. A conservative estimate of impervious area was calculated by including all trail options and assuming all trails will be 10-feet wide. Percent impervious cover from the proposed trails was calculated for each affected sub-basin by splitting the trails between the basins and dividing the trail area by the total sub-basin area. The table below shows the percent impervious area attributed to the trail system for each of the affected sub-basins. Note that the impervious area from the trails is less than 0.5% of the sub-basin area for all affected sub-basins.

Summary of Total Trail Area in the Drainage Basin

Basin	Trail Area (acres)	Sub-Basin Area (acres)	% of Trail in the Sub-basin
SF2	0.76	187.33	0.40%
SF3	1.64	359.04	0.46%
SF4	0.47	133.12	0.35%
LM-1	2.09	617.09	0.34%
LM-2	1.50	306.56	0.49%
D	0.46	630.02	0.07%
LM-3	1.12	734.59	0.15%
AL-3	0.58	385.66	0.15%

The hydrology model was revised with the calculated percent impervious area values and the model was executed to determine the effects of the increased impervious area of the trail system. The original model was also executed and the results were compared to the revised model results. The table below shows the results of both runs rounded to the nearest 5 CFS, which reflects the calculation accuracy of the model. The hydrologic results show no increases in computed peak 100-yr flow as a result of the additional impervious area due to the proposed trail system.

Summary of 100-year Computed Peak Flows

Stream	HMS Junction	Flow (CFS)	
		Original	With Trail
South Fork	+@ALEX	1360	1360
South Fork	+@HY6S	2030	2030
South Fork	+S@CON	2260	2260
Lick Creek	+@CONF	4570	4570
Lick Creek	+LM1	4960	4960
Lick Creek	+LM2	5175	5175
Spring Creek	toLC	3950	3950
Lick Creek	+LM3	9100	9100
Lick Creek	+LM4	9110	9110
Alum Creek	+ALUM	3720	3720
Lick Creek	+@CONA	12750	12750
Lick Creek	+LM5	12820	12820

Halff recommends a detailed hydrologic and hydraulic study of the project area at the design stage of the trail system so that a meaningful comparison can be made to determine the full impact, if any, of the proposed trails on the current floodplains. An updated hydrologic model should include all urbanization of the watershed since the development of the original hydrologic model in 1988. In addition, a detailed hydraulic analysis should be performed to establish an updated baseline condition and to accurately determine the impacts (if any) of the proposed trail system when details

of stream crossings are finalized. These updates should include applying the most recent land use, topographic, and survey data to the models. The recently created Dove Crossing models can be a starting point for the final impact assessment on South Fork Lick Creek upstream of State Highway 6.

Please do not hesitate to contact me if you have any questions regarding the findings in this preliminary floodplain analysis.

Sincerely,

HALFF ASSOCIATES, INC.

Daniel Harris, PE, CFM
Water Resources Engineer

Michael A. Moya, PE, CFM
Vice President

Meeting Minutes

SpringBrook Home Owners Association

December 3, 2011

Staff Attendance:

Danielle Charbonnet, City of College Station
Venessa Garza, City of College Station
Wayne Cooper, Halff Associates
Meghan McCarthy, Halff Associates

Attendees:

John Campbell, HOA Treasurer
Noel Bauman, HOA Vice President
Rich Simon, Greenway Committee Co-Chair
Larry Pressler, SpringBrook resident
Steven O'Neal, Greenway Committee Co-Chair
Gary Ives, HOA President
Teri Gerst, SpringBrook resident, representing board member
Mike Gerst, SpringBrook resident, information about DFIRM flood maps
Brian Leschber, SpringBrook resident
Randall Sumpter, HOA Board member, at large

Item	Description

1. Background Information (Wayne Cooper, Halff Associates)

- Introduction of purpose of meeting: to visit with neighborhood stakeholders and identify issues and opportunities with the Lick Creek Greenway Trail corridor
- Description of report: preliminary feasibility report to identify opportunities and constraints to developing a trail along the Lick Creek Corridor, extending from Westfield Park/Creek View elementary on the west to Lick Creek Park on the east. It will identify different possible route alternatives and establish an estimated "order of magnitude" cost for various possible alternatives for trail location. The report aims to guide the City of College Station in establishing a project budget as the City moves into design phase later.

2. Introductions were made.

3. Recent Work Efforts / What we've looked at so far (Wayne Cooper, Halff Associates)

- Have identified a number of alternatives through or around the SpringBrook Neighborhood
- Greenway trails present an opportunity to engage nature and educate children
- Alternatives would be to install new or widen sidewalks along roads (Eagle Ave, Barrow Rd, Victoria Ave, etc.)

- Safety is an issue, especially crossing roadways

4. What are positive outcomes, main goals for this project? (responses from Attendees)

- Walkability, accessibility; especially for elderly
- Access for annual clean-up efforts
- Retention of natural state; don't want to turn it into a culvert
- Maintain the existing flora and fauna, wildlife, and if possible improve it
- Ensure safety, liability; people that might use the trail that are not residents
- What can City do for the neighborhood that the neighborhood can't do for itself; degree in which the City can help
- Mitigation of flooding and what impact trail would have on flooding
- Mitigate issues of erosion and instability of creek over past few years
- Mitigate risk of fire (through clean ups)
- Increase property values
- Mitigate flooding with this project, especially with growth to west impacting flooding

5. Potential concerns with project? (responses from attendees)

- Fear of the unknown
- Specific trail impact on flooding; concern that if anything is developed it would make it worse
- No detailed flood studies exist and some data is dated; unable to benchmark zero-rise
- Nobody's house has flooded, but financial institutions beginning to require flood insurance
- Does trail increase crime and increase/decrease property values; don't anticipate seeing a whole lot of increased traffic; so will crime be an increase when there isn't a lot of traffic?
- Is there talk about how to address how the greenway should be conveyed to city – entire common area, just easement, etc.? *Wayne Cooper: Not sure that this project includes that, but will identify the approximate corridor and where an easement should go. Easements tend to be 20' to 25' to account for preserving the natural features around the trail*
- Whether residents who back up to the trail need to increase privacy of house (impact on these residents – cost of blinds, fence, etc.)
- Need to look at who's going to be using the trail and from/to where they are going.
- To what degree will project assume things have changed from base data (15 years old)? (In other words, flood plain data or drainage information that has been collected, but seems out dated.) *Wayne Cooper: We will examine current conditions of the creek and corridor*
- Access to trail – is it good to have a lot? Opportunities should be identified, can think

of 6 to 7 in the SpringBrook neighborhood

- For this phase of the project, projected maintenance costs will not be included in the cost estimate; just the cost to implement the trail.
- Why spend any money on a trail when people can use the roads where facilities already exist? *Wayne Cooper: This project will not make that decision. It will only identify the opportunities, constraints for each, and the cost of all the alternatives. The report will help inform that decision later, with other public input*
- Will the elevated areas be used, or will the trail stay low? *Wayne Cooper: It will depend on the area. Where necessary, will use low water crossings or "boardwalk type structures"*
- Will modifying the creek be considered? *Wayne Cooper: Perhaps, but in reality it's very difficult to artificially re-route a creek and this is not recommended. It falls under channelization, requiring a Corps of Engineer permit, and Halff would recommend an alternative route of the trail before recommending re-routing the creek*
- In building the trail, there are areas where you may have to cross the creek with a bridge
- What about trail design that conveys water? *Wayne Cooper: It's best to avoid it because you don't want debris build up on the trail after rain events*
- Do you have an issue with the terms the City has used, such as shared use path? *Wayne Cooper: No issue with terminology*
- Since there isn't maintenance funds budgeted, is it still on the HOA to notify the City of maintenance needs? *Venessa Garza: The City will maintain the land that is conveyed, whether that's just an easement, or the whole common area*
- Concern over liability; how much liability would HOA have if only easement is conveyed verses whole common area?
- Annually, TAMU students do clean-up to cut and remove dead debris. Maintenance of the trail hasn't been an issue because it has been natural
- Hope that the City will undertake part of maintenance of greenway through this project
- Does feasibility study assume a specific impervious cover? Wayne Cooper: Will give cost estimate for different material types
- Concern that construction crews will do whatever is necessary to do work efficiently, even if means cost of clear cutting and removing trees. *Wayne Cooper/Danielle Charbonnet: requirements can be worked into specifications and contracts before construction*
- Can the HOA request that the feasibility study address specific issues (flood, fire, access)? *Wayne Cooper: We can try to speak to those points, but we need to address the scope identified in our contract with the City of College Station*

6. Walk Through with Committee

- At western edge of common area, lots of debris build up from drainage off of neighboring subdivision
- Old Highway 6 might run through property (interpretive opportunity?)

Pebble Creek Home Owners Association

December 3, 2011

Staff Attendance:

Danielle Charbonnet, City of College Station
Venessa Garza, City of College Station
Wayne Cooper, Halff Associates
Meghan McCarthy, Halff Associates

Attendees:

Marsha Sanford, past HOA president, resident
Erik Scott, resident
Erica Roberts, HOA representative
Davis Young, resident, subdivision developer
Troy Farrar, resident, represent adventure racing association
Jim Ross, Nature Center Advisory Board, resident

Item	Description

1. Background Information (Wayne Cooper, Halff Associates)

- Introduction of purpose of meeting: to visit with neighborhood stakeholders and identify issues and opportunities with the Lick Creek Greenway Trail corridor
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2. Introductions were made.

3. Recent Work Efforts / What we've looked at so far (Wayne Cooper, Halff Associates

- Have walked the entire trail corridor and documented photos.
- Working on identifying a number of alternatives to get from Westfield Park/Creekview Elementary to Lick Creek Park.

4. What are positive outcomes, main goals for this project? (Answers from Attendees)

- Connectivity
- Trails for residents
- Healthy lifestyle
- Think they're fantastic in other cities, great idea
- Rest stops along the way and throughout the system, allow people to take time and rest along trail
- Cyclists that don't want to use SH 6 could use trail

- Would like to see something at end of road to Lick Creek Park (trailhead w/parking)
- Are the existing wide sidewalks (6') sufficient for a trail? *Wayne Cooper: looking at at least 10'*

5. Potential concerns with project? (Answers from attendees)

- Concern about pedestrian traffic through the subdivision (between points 5 and 8 of map) (provide image of map?)
- Will there be public access at mid-points along the corridor, especially on the undeveloped part of the trail between SH 6 and William D. Fitch Pkwy?
- Concern that parking will happen in neighborhood where it shouldn't
- Make sure that the residents of Pebble Creek will be able to have access without attracting a need for parking among non-residents. Don't want a parking lot in the neighborhood
- Need secure access from Lick Creek Park to neighborhood
- What will area between SH 6 and William D. Fitch Pkwy look like – meander through nature or along future roads? *Wayne Cooper: Will try to stay on one side of creek to reduce cost of trail (fewer ped bridges). Will try to stay along high part of bank (but not on top)*
- Will trail be lighted? *Wayne Cooper: Typically don't recommend lighting*
- What will trail material be? *Wayne Cooper: Have options. Concrete is most durable; asphalt is popular among runners; decomposed granite would require a lot of maintenance and is just as costly as installing concrete*
- What is the vision for the trail through the neighborhood? Developer has drawn up plans over years that trail criss-crosses berms; would prefer something winding rather than a straight line
- Parking at Lick Creek Park would need to increase to alleviate need for parking in Pebble Creek neighborhood
- Because of this project, Pebble Creek is going to become a secondary entrance to Lick Creek Park. Do we address that in the study? Pros/cons for parking is that residents of Pebble Creek would like the parking, but don't want a lot of outside traffic using it
- If road isn't finished, will trail still go to park? *Venessa Garza: will need to work through a design that reflects that future road going through*
- Is there a rule of thumb for trail locations? *Wayne Cooper: Not really, just where they're logical*
- Crossing at William D. Fitch Pkwy – under bridge would be preferred to overhead bridge or street crossing
- Developer would be willing to meet with consultant to determine alignment for trail along golf course, because much of it is owned by HOA (near William D. Fitch Pkwy)
- If can't do William D. Fitch Pkwy crossing along creek, would have to cross at Pebble Creek Pkwy, which is not ideal from a safety and aesthetic perspective
- Don't want parking along Pebble Creek Pkwy

- Pebble Creek Pkwy is supposed to have a bike lane in the future
- Will need to address trail heads that provide parking
- Would like city to consider safety/criminal element between points 4 and 5 (between SH 6 and William D. Fitch Pkwy). Trail should be wide enough for vehicles to travel down for emergency purposes
- To address crime, can trail have a gate at neighborhood? *Danielle Charbonnet: City doesn't gate/close trails*
- While criminals don't like to be seen, some take advantage of all the busy-ness and commotion and can "hide" in crowds
- Trails are currently under utilized, and the neighborhood would like to see them used more.
- More traffic will also probably bring better maintenance
- What about mountain biking trails (or other ad hoc trails)? *Wayne Cooper: Haven't considered mountain biking trails, and outside of scope. It probably will happen though, and in future may be addressed; it's a reality that these ad hoc trails get formed by various users (fishermen, too)*
- Concern for residents in SpringBrook and possible chance of flooding. Don't think it is worth taking the chance on having someone's home flooded or need for flood insurance because of City project. Would like to see it studied more. *Danielle Charbonnet: City has zero-rise flood ordinance that City itself must adhere. Wayne Cooper: Detailed design process (later) will study the alternatives more extensively*
- At point #6, may need bridge to replace the low water crossing.

GENERAL MEETINGS SUMMARY (January 2012)

A total of 145 citizens attended two public meetings in January to review the preliminary trail alignment options and provide their feedback and preferences. A questionnaire was distributed to meeting attendees asking for their preferred alignment of each section, general likes and dislikes about the options, and additional comments or concerns. The discussion below summarizes the findings of this questionnaire.

Summary of Comments Received at the January 23, 2012 Meeting

Approximately 49 citizens attended the Lick Creek Greenway Trail General Meeting on Monday, January 23, 2012. According to questionnaires returned, attendees were primarily from the Pebble Creek neighborhood; however, some attendees came from other area neighborhoods as well. Most of the meeting's discussion and comments on this meeting's questionnaire focused on Segment C, between William D. Fitch Parkway and Lick Creek Park in the Pebble Creek neighborhood.

A questionnaire was distributed to meeting attendees and 24 were returned. Overall, attendees at this meeting preferred Option 1 trail alignment in all three segments. Below is an overview of why people preferred some alignments over others and their major concerns for each alignment as well as the project in general.

For the most part, questionnaire respondents liked Segment A because it is scenic, is away from traffic, and generally would be a more interesting and enjoyable experience along the greenway rather than along the streets. Concerns about the options along streets were primarily about the bland character of the sidewalks and the proximity to traffic. Major concerns for Segment A among those not in favor of Option 1 include the proximity of the trail to people's homes and the trail's impact on the floodway in the greenway. One respondent also commented on the ease of connecting the options along the street to the on-street bicycle facilities on Longmire Drive and Barron Road. One respondent commented that Option 4 was too dangerous.

Major concerns on Segment B include how to cross SH 6 and William D. Fitch Parkway to/from the other segments. Most people preferred the alignment of Option 1 because it provided more opportunities to interact with the creek and have interpretive opportunities.

In Segment C, Option 1 is the preferred alignment, favoring the underpass of William D. Fitch Parkway to the at-grade crossing at Pebble Creek Parkway. Most concerns favoring Option 1 include the safety of an at-grade crossing at William D. Fitch Parkway and Pebble Creek Parkway, the impact on the appearance of the (subdivision's) entrance, and the character of a straight sidewalk along Pebble Creek Parkway. Others indicated liking the more scenic route off of Pebble Creek Parkway and the more natural alignment of the trail with the berms along the utility easement. Among those not in favor of Option 1, concerns include the proximity to homes, the impact on the golf course, and a desire to stay off Pebble Creek Parkway all together. Generally, attendees were concerned about the trail's impact on traffic and parking in the Pebble Creek neighborhood by non-residents of Pebble Creek, indicating a need to mitigate this

potential effect of creating a destination in the residential development. They were also concerned about the maintenance of the trail and vegetation along Pebble Creek Parkway.
In addition to these remarks, other general comments and concerns were collected about the Lick Creek Greenway Trail overall. A few respondents questioned why a route north of Lick Creek golf course (toward Rock Prairie Road) has not been considered to avoid an alignment on Pebble Creek Parkway. One questionnaire included a comment about the material of the trail and that a 10' concrete path may not be appropriate in more natural sections of the corridor. A few respondents also voiced their concern over the trail going through existing neighborhoods and the issues that the new trail might bring, including safety, traffic, parking, appearance; that generally putting a trail in an established neighborhood seemed too problematic. Other concerns about the project include impacts to residents from increased crime caused by the trail, impact on property values, safety of street crossings. In addition, one respondent suggested extending public transit to the trailheads.

Summary of Comments Received at the January 25, 2012 Meeting

Approximately 96 citizens attended the Lick Creek Greenway Trail General Meeting on Tuesday, January 25, 2012. According to questionnaires returned, attendees were primarily from the SpringBrook neighborhood with some attendees from other area neighborhoods. The majority of the meeting's discussion and questionnaire focused on Segment A, from Westfield Park to SH 6.

Thirty-seven (37) questionnaires were returned from meeting attendees. In Segment A, just over half of the attendees support any other trail alignment other than Option 1. In Segments B and C, most attendees preferred the Option 1 alignments. Below is a summary of why people preferred some alignments over others and their major concerns for each alignment as well as the trail in general.

In Segment A, the most prevalent concern about the trail in the greenway is the trail's proximity to homes and its impact on flooding. Many respondents were concerned about a loss of privacy, increase in crime, and an increase in pedestrian traffic from people in the greenway so close to their homes. Many of the proponents of trail alignment Options 2 and 3 like that much of the trail already exists and the cost will be lower for these options. Generally, respondents feel that Barron Road is too busy and mostly prefer Option 2, and one questionnaire respondent preferred Option 4 to avoid Barron Road all together. However, almost half of the questionnaire respondents prefer Option 1 in Segment A. The primary reason is because the character of the greenway lends itself better to a recreational and natural experience. Many respondents specifically don't like any options along streets that are close to traffic and feel that it is safer on the greenway than on a trail along streets.

Questionnaire responders preferred the Option 1 alignment of Segment B between SH 6 and William D. Fitch Parkway. Reasons provided for preferring Option 1 include the interpretive and scenic opportunities along the route closer to the creek and the underpass at William D. Fitch Parkway. A couple of people mentioned general security concerns of this segment due to its

isolation. A few respondents preferred Option 2 in Segment B, but would like it to tie to the underpass at William D. Fitch rather than an at-grade crossing at Pebble Creek Parkway. The preferred option along Segment C among questionnaire respondents is Option 1. Primary draws to this option include the underpass at William D. Fitch Parkway and the more natural character of the trail along Pebble Creek Parkway when pulled away from the road and travelling along the berms. The only concern mentioned for Segment C is how the trail would interact with the golf course.

Other general comments and concerns were collected in addition to those already discussed. Many respondents stressed the need to preserve the natural character of the greenway whenever it was off street. This included comments about the material of the trail, the clearance of vegetation to install the trail, and taking advantage of education or interpretive opportunities. A few respondents were concerned about maintenance of the corridor. A couple of people mentioned a concern about mixing bicycle and pedestrian traffic and a few others were concerned about the impact of the trail on property values, particularly of nearby homes.

GENERAL PUBLIC OPEN HOUSE MEETING SUMMARY (March 2012)

A General Public Open House Meeting was held on March 19, 2012 at Forest Ridge Elementary School in College Station, Texas. The purpose of the meeting was to allow residents of neighborhoods adjacent to the project corridor, as well as the general public, to review the preferred trail corridor and provide their feedback and preferences. A questionnaire was distributed to meeting attendees asking their opinion on each of the three project segments, and their general likes and dislikes about the alignments in each section of the corridor. The discussion below summarizes the findings of this questionnaire.

Summary of Comments Received at the March 19, 2012 Meeting

Approximately 59 citizens attended the Lick Creek Greenway Trail General Public Open House Meeting on Monday, March 19, 2012. Most of the meeting's discussion and comments on this meeting's questionnaire focused on Segment A, between Westfield Park and SH 6, especially through the SpringBrook neighborhood.

A questionnaire was distributed to meeting attendees and 20 were returned. Overall, attendees at this meeting liked the preferred trail corridor presented at the meeting. In Segment A, 57.9% were in favor of the preferred corridor; 80% were in favor of the corridor in Segment B; and 72.7% were in favor of the preferred corridor in Segment C. Below is an overview of likes and concerns of each segment based on questionnaires returned.

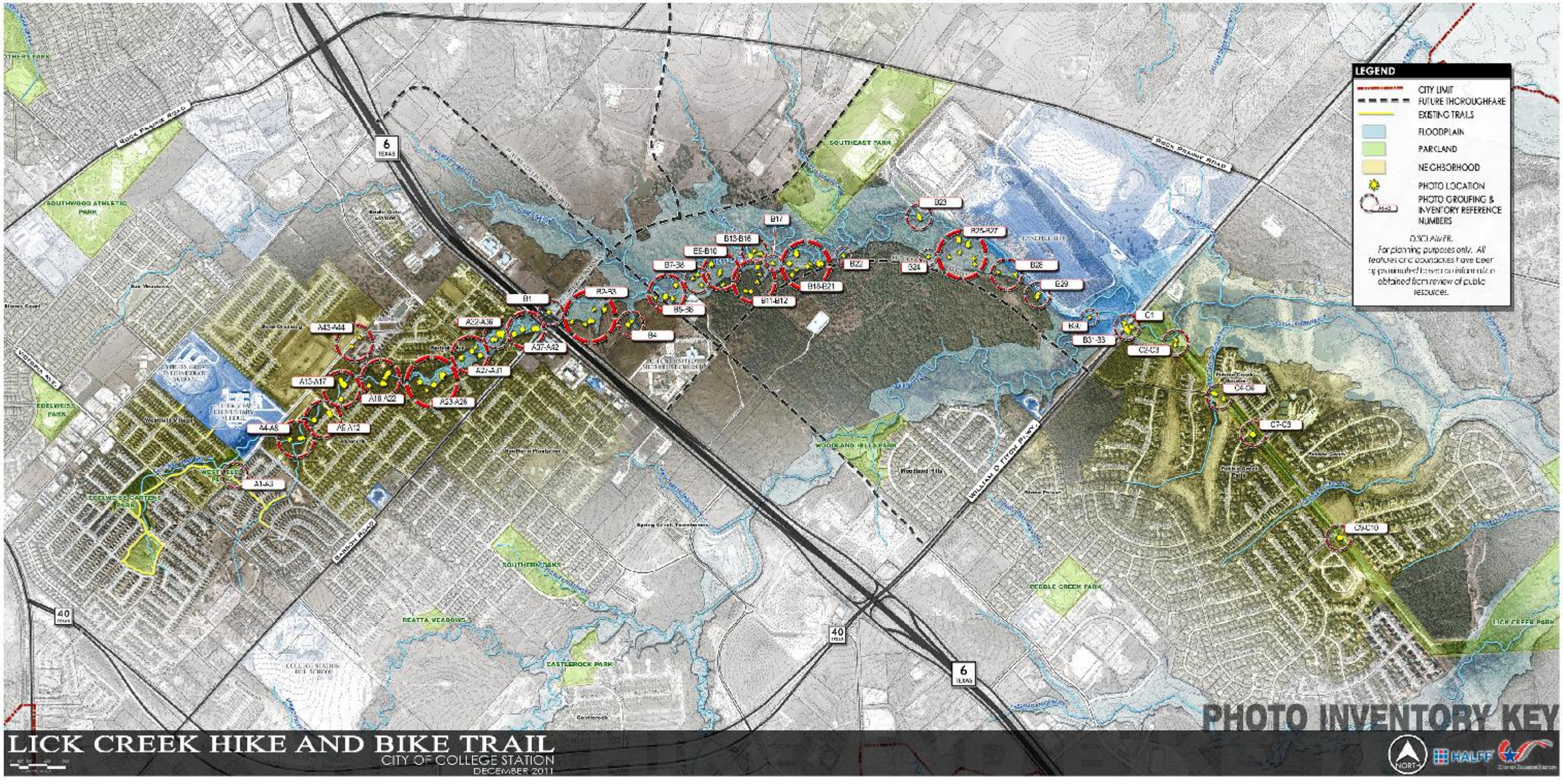
In Segment A, 57.9% of survey respondents indicated they liked the preferred alignment (11:8). The primary concern among citizens was the general lack of specific detail of the trail, including exact trail alignment, flooding impacts, and impacts on home values and safety. Other concerns mentioned include the proximity to backyards; the crossing at Highway 6; and the crossing at Longmire Dr. Among those that liked the preferred corridor, generally respondents liked utilizing the greenway because of its natural character, and they felt the greenway corridor was safer than the on-street options.

Eighty percent (80%) of the residents that answered the question for Segment B liked the preferred corridor (8:2). Respondents liked the natural character of the path. One survey respondent mentioned liking the fact that it uses higher ground and stays mostly out of the floodplain and another indicated concern for the vulnerability during a rainfall or flooding. Dislikes or concerns that were mentioned include the crossing at Highway 6; the lack of interpretive areas because of budget constraints; and the limited visibility of the trail.

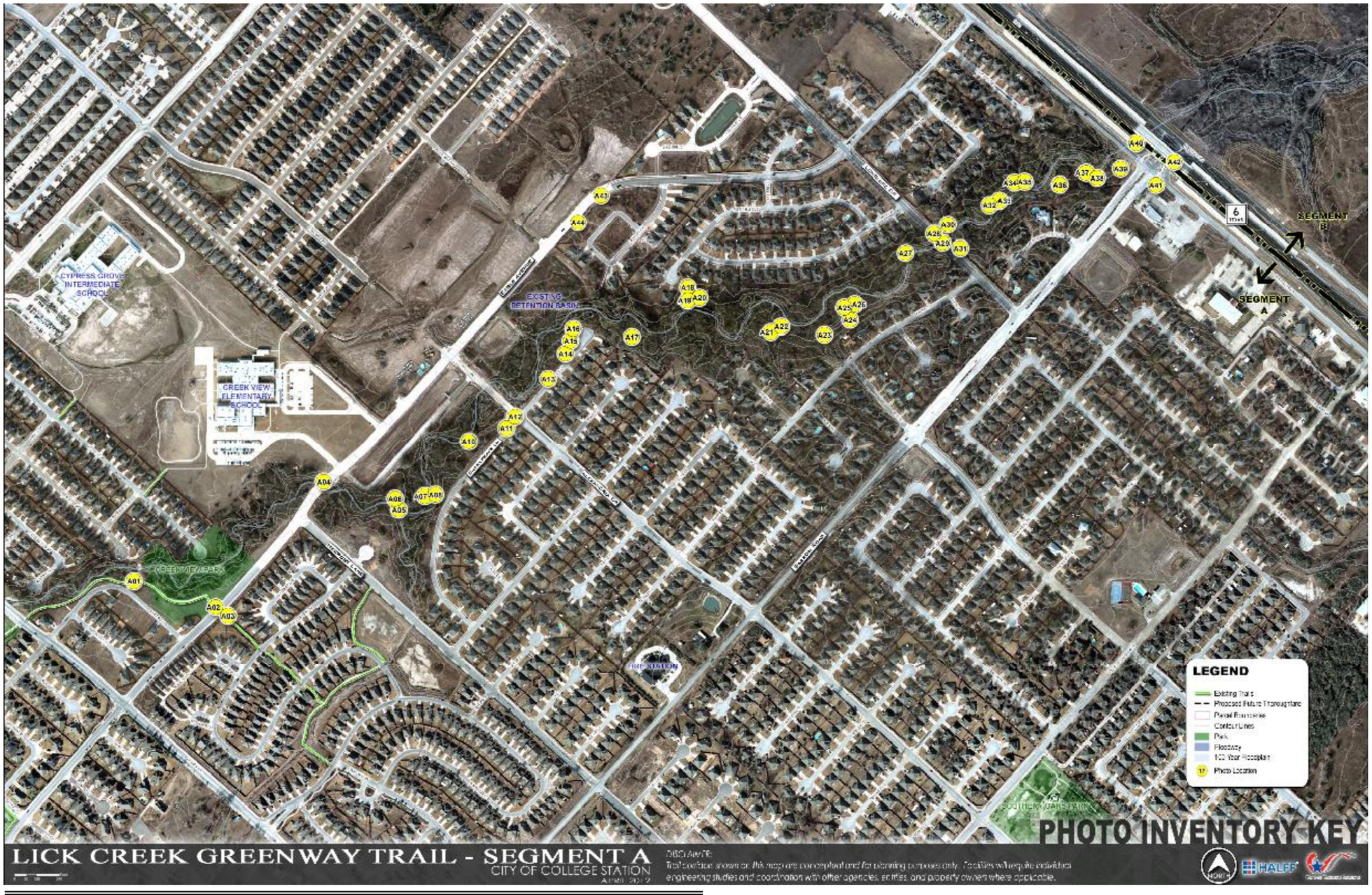
In Segment C, 72.7% (8:3) liked the preferred alignment. Among the features respondents liked include that it ties to the existing Lick Creek Park trails; it seems easy to install; it stays in the easement; and that the preferred option crosses under the road and not at-grade. Concerns or dislikes mentioned on the questionnaire for Segment C include the lack of visual interest in this segment, interference with privacy, and a concern of safety for people hanging out on Pebble Creek Parkway “at all hours”.

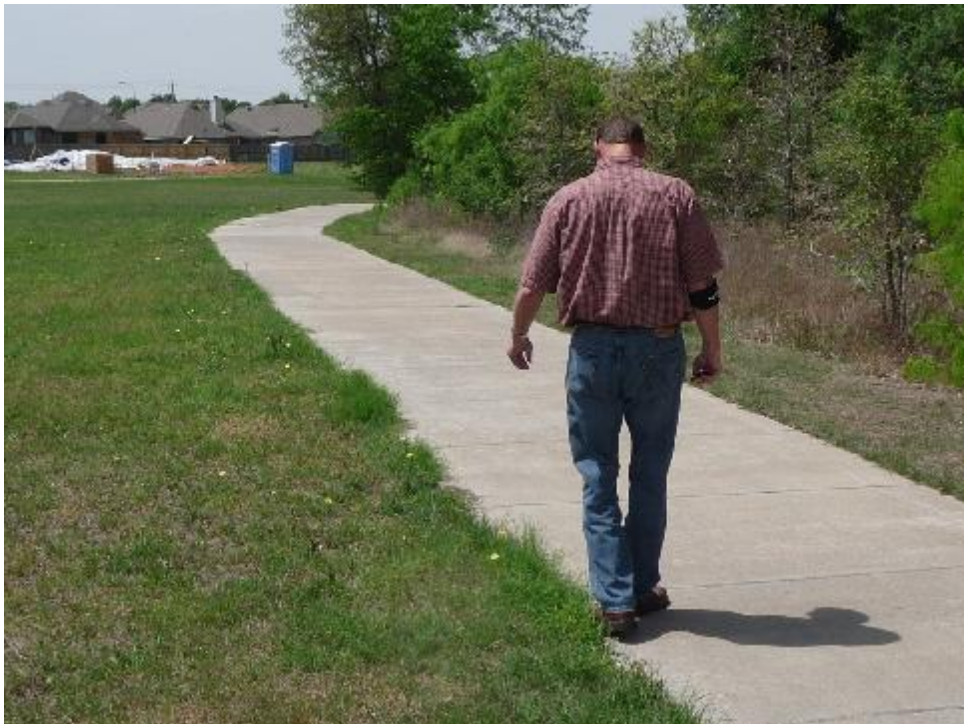
Photo Map and Site Photos

Map: (Figure #12) Overall Corridor Photo Key Map



Map: (Figure #13) Segment A Photo Key Map





A01 Existing Trail in Creek View Park

A02 Existing trail crossing Eagle Avenue

A03 Existing trail in proximity to homes

A04 Sidewalk along Eagle Avenue near Creek View Elementary

A05 Creek corridor in greenway

A06 Vegetation in greenway

A07 Vegetation in greenway

A08 Creek corridor in greenway

A09 Vegetation in greenway

A10 Vegetation in greenway

A11 Greenway along Chesapeake Ln

A12 Crossing at Alexandria Drive and Chesapeake Lane

A13 Greenway corridor along Chesapeake Cove

A14 View of Chesapeake Cove from greenway

A15 Creek corridor in greenway

A16 Creek corridor in greenway

A17 Greenway area near end of Chesapeake Cove

A18 Potential access to greenway off Purple Martin Cove

A19 Existing footpath in greenway area of SpringBrook neighborhood

A20 Thick underbrush of greenway

A21 Existing footpath in greenway

A22 Existing footpath in greenway

A23 Nearby homes back up close to creek corridor

A24 Erosion control of homes adjacent to creek

A25 Existing footpath

A26 Existing footpath

A27 Existing footpath near adjacent home

A28 Midblock crossing at Longmire Drive

A29 Bike lanes along Longmire Drive

A30 Bike lanes along Longmire Drive

A31 Sidewalk along Longmire Drive

A32 Greenway area north of Longmire Drive

A33 Creek along greenway corridor

A34 Existing bridge crossing creek; possible rest area or interpretive feature

A35 Existing bridge crossing creek; possible rest area or interpretive feature

A36 Greenway at northeastern end of SpringBrook neighborhood

A37 Clearing leading to SH 6

A38 Clearing leading to SH 6

A39 Emerging from greenway near SH 6 and Barron Road intersection

A40 Barron Road underpass of SH 6

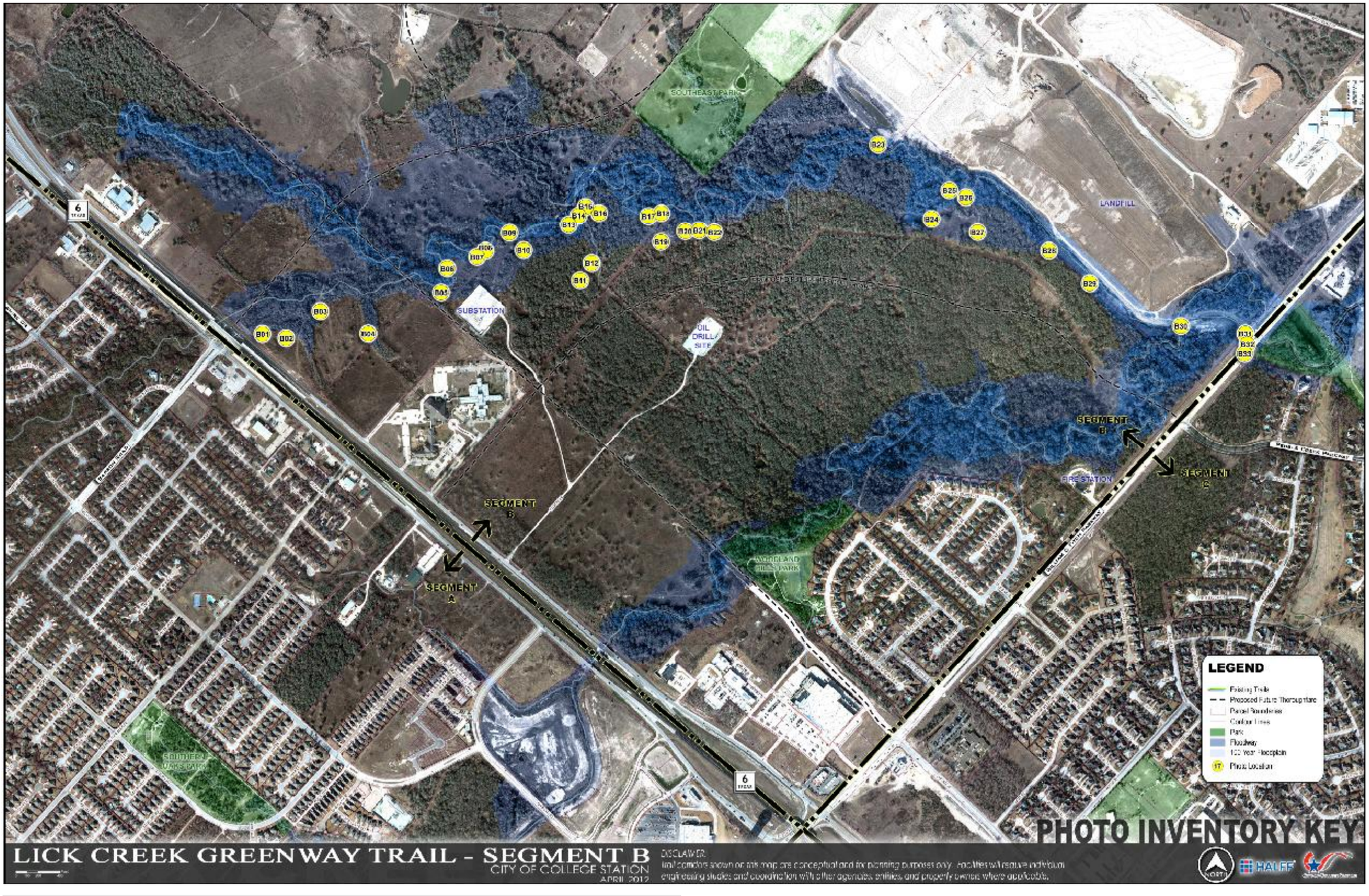
A41 Street crossing of SH 6 service road

A42 Sidewalk under SH 6

A43 Sidewalk along Eagle Avenue

A44 Sidewalk along Eagle Avenue

Map: (Figure #14) Segment B Photo Key Map



B01 Clearing on north side of SH 6

B02 Clearing on north side of SH 6

B03 Old Structure

B04 Thick vegetation along creek edge

B05 Signs of erosion along creek edge

B06 Signs of erosion along creek edge

B07 Creek corridor

B08 Creek corridor

B09 Steep banks along creek corridor

B10 Utility corridor

B11 Thick vegetation

B12 Following game trails

B13 Thick underbrush near creek and power line in background

B14 Thick underbrush near creek

B15 Thick underbrush near creek

B16 Game trails

B17 Utility corridor

B18 Creek corridor

B19 Clearing

B20 Steep banks along creek

B21 Steep banks along creek

B22 Clearing

B23 Thick vegetation near creek

B24 Low area, possible interpretive area

B25 Low area, possible interpretive area

B26 Clearing

B27 Clearing

B28 Clearing

B29 View of landfill near trail corridor

B30 Creek near landfill

B31 Creek crosses under William D Fitch Parkway

B32 Median along William D Fitch Parkway

B33 Sidewalk and view of William D Fitch Parkway

Map: (Figure #15) Segment C Photo Key Ma

C01 View of creek from William D Fitch Parkway

C02 Utility easement crossing creek

C03 Utility easement

C04 View of golf course near Pebble Creek Parkway

C05 Utility easement through Pebble Creek Golf Course

C06 Utility easement running parallel to Pebble Creek Parkway

C07 Berms along Pebble Creek Parkway

C08 Wide easement along Pebble Creek Parkway

C09 Berms in easement along Pebble Creek Parkway

C10 Informal trail corridor along public easement southeast of Royal Adelade connects to Lick Creek Park